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A. S. WATSON & CO.,

LIMITED,

THE HONGKONG DISPENSARY, HONGKONG.

Hongkong, 31st May, 1901.

BIRTHS.

On the 10th June, 1901, at No. 1341, Broadway, Hongkong, the wife of S. M. KIVKRO, of a son. At 9, Queen's Gardens, Shanghai, the wife of F. BERRY, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th June, 1901

The question raised by our correspondent "Puzzled" concerning the cemeteries is an important one. It is not, however, by any means a new question. Many years ago, before bubonic plague was thought of, and when we lived in blissful ignorance of the evil times impending, the desirability of providing a cemetery outside the limits of this island was propounded in this column. The immediate occasion for this suggestion was the then crowded condition of the Chinese cemeteries on the slopes of Mount Davis. It was believed by many persons competent to form an opinion that the malarious condition of the Western portion of the city, more especially the district along Bonham Road, was due in great measure to the exhalations carried by the westerly breeze from these cemeteries over that district. It was also considered that the cemeteries in Happy Valley were becoming too crowded, and that at no distant date they would have to be closed. These evils have become greatly intensified since then, and the need for fresh burial accommodation has become urgent. All the objections then raised against existing cemeteries have become accentuated both by reason of their crowded condition and by the necessity for providing a separate burial ground for the victims of plague. The question has not escaped the attention of the Sanitary Board, for at a recent meeting they decided to send in a recommendation to the Government that the present plague-cemetery, which forms the most conspicuous object in entering the port through Sulphur Channel, should be closed, and that a new one should be opened in Sandy Bay.

This recommendation is certainly by way of improvement, because this cemetery is within the waters of the harbour, and is therefore an eyesore and an affliction. But the Sanitary Board might have gone much further than this. When, as we have stated, it was proposed to find a site for a new cemetery, we proposed that an island should be acquired from China by the British Government for the purpose. Objections were raised to this proposal,

the principal, of course, being that of the difficulty of securing an island. Another difficulty mooted was the means of conveyance, the weather being sometimes such as to make the passage across a drawback. The first of these difficulties has vanished with our recent territorial aggrandisement. The colony now possesses a large choice of territory on the mainland for the purpose, to say nothing of several islands within easy reach, and with large unoccupied slopes available. The island of Hongkong is, as "Puzzled" remarks, much too overcrowded to be used as a cemetery, more especially for corpses from the mainland, where there is a practically unlimited choice of sites. If, however, it is decided to select a site for a new cemetery on the mainland, it would be necessary before doing so to carefully study the conditions, including the water-supply for the peninsula, and the great growth of population along the shores of this harbour. A general cemetery, if on the mainland, should be accessible by a good road or railway, or it would make the cost of interment a serious matter to the poorer classes. Probably the best, and, on the whole, most easily accessible site for the people of Hongkong would be on Lamma Island. Regular means of communication would have to be maintained by Government, and the charges made, for passages across for funerals a very nominal fee. This grim ferry could never be expected to prove a commercial success; its cost would practically have to come out of the rates. A separate cemetery for Kowloon should, in any case, be provided, at once. The sight described by "Puzzled" of a cargo of corpses being towed over to Hongkong for burial is certainly a scandal in this age, and would be a disgrace to any place. We trust the Sanitary Board will take up this question at once, and in earnest. It does not admit of delay. The transport of the dead from Kowloon to Hongkong is on the face of it most unreasonable and unnecessary. The whole question of the future interment of the dead should be gone into carefully and exhaustively, with a view to its early settlement on sanitary lines, and with a view to relieving this island from the necessity of providing a new necropolis.

The statement of the *Daily Mail's* Capetown correspondent, which is transmitted to us in Reuter's telegram published in another column this morning, will assuredly confirm the suspicions of those who recently protested that the British Government must be holding back intelligence. The Government's reply was in the form of a denial of this accusation and a declaration that they were publishing the news sent to them by Lord Kitchener. Alarms no doubt have concluded therefrom that the Commander-in-Chief has been keeping something back. And yet it must be remembered that the startling report of the *Daily Mail* awaits confirmation. Without wishing to cast any doubt on the good faith of the correspondent in question, we must remember that the course of the South African War has been marked by the circulation of most extraordinary rumours, and that it has invariably proved best in the long run to suspend judgement and not to be led away by first reports, either as to successes or failures. The cautious point about the present story is, that there have been absolutely no intimations leading up to the expectation of the presence of so great a force as 7,000 to 10,000 Boers in Cape Colony. It can hardly be possible that this number could be reached, unless there had been a very large irruption from the north into the Colony, and that the news of such an irruption could have been entirely suppressed is not credible. If it should turn out that the *Daily Mail's* story is correct, we must admit the occurrence of the greatest mystery of the whole war. The extent of country alleged to be "virtually in possession of the Boers" is the whole of central Cape Colony, from the twentieth to the twenty-seventh parallel. In fact, the tale leaves Great Britain in occupation of the fringe only of the Colony. That such a catastrophe can have come about so suddenly it is indeed difficult to credit on the strength of an unsupported assertion.

Should, however, there prove to be truth in the report, there will be further trials for the loyalists of South Africa, to whose devotion Lord Milner paid so eloquent a tribute in his speech at the luncheon in his honour on the 25th ult. They have already come through many troubles without faltering in their fidelity, for all that they were Dutch as well as British, and confidence will be felt that they will persevere to the finish as to the War itself. The words which Lord Milner uttered on the occasion referred to may well be kept in mind now. We were slowly progressing towards the predestined end, he said. Lately it appeared as if the pace had been quickened, but he did not wish to make too much of that. However long the road, it was the only one to the object we were bound to pursue, and which seemed now fairly in sight. It was his absolute, unshakable conviction that it was the only road we could have travelled.

We could have had peace by self-effacement, but we could not have held our own by any other methods than those we adopted. It is because Lord Milner's views are firmly held by the majority of the nation that no place has been found for the despair which might otherwise be entertained. Including his speech on the 25th ult., Lord Milner said that he fully believed the time was coming—Heaven knew how we desired it quickly—when all the qualities of gentle, forbearing statesmanship might be called for. He did not say there was no scope for them to-day, but it was essential for success in the future that they should not mar the conclusiveness of the final scenes of the present drama. Even should this last piece of news, which to-day's telegram brings, be proved true, the situation will be unaltered. Long as the task may be, the only policy will be conquest first and generous conciliation after. To offer the latter without securing the former can be to lose what we have already won.

The English mail of the 25th ult. was delivered in London on the 24th inst. Yesterday morning one Chinese case of small-pox in the colony was reported by the Sanitary authorities.

On Tuesday night the U.S. gunboat *Beaumont* left for Shanghai. The German gunboat *Jaguar* left yesterday for Pukhoi.

Yesterday the British transport *Chingta* and *Iona* arrived from Weihaiwei and Calcutta respectively, while the *Patula* and *Itala* left—the former for Taku, the latter for Calcutta.

The *N.C. Daily News* has received the following unsigned telegram, dated Tongku, 20th June, 5.30 p.m.:—"Threatened strike at coal mines Kaiping miners stop working out-look uncertain." The news is not confirmed.

The open-air concert at the Mount Austin Barracks, which was postponed owing to the very unfavourable state of the weather on the 19th inst., is to be held this evening at 8.30. The programme, which is a large and varied one, was published in our issue of the 19th inst.

Mr. A. G. Wise, Puisne Judge, was yesterday sworn in by H.E. the Governor as Acting Chief Justice during the absence on holiday of Sir John Carrington, C.M.G., who sailed by the *Empress of China* yesterday for a three months' tour in Japan. Mr. T. Sercombe Smith, Acting Colonial Secretary, will resume the office of Acting Puisne Judge.

A water polo match between teams representing the V.R.C. and 25th Co. S.D., R.A., will be played to-day at V.R.C., Kowloon, at 5.30 p.m. sharp. The following will play for the V.R.C.—Goal—L. E. Lamont; Backs—F. W. White and H. Rapp; Half-Back—C. M. Alves; Forwards—C. Humphreys, F. K. Tata and T. Andrews. The game last evening between the V.R.C. and the E.W.F. ended in the Fusiilers being routed by seven goals to two.

People returning from Vladivostok report, says the *Japan Mail*, that the fiscal policy now pursued by the Russians is effectually strangling trade. There has already been a great exodus of Japanese, and it is anticipated that if the present system continues to be enforced, the number of Chinese shops will soon be reduced to six or seven. Rumour says that a part of the tariff will be changed from next month, but there does not appear to be any certainty whether the change will encourage or deter foreign enterprise. It is, of course, possible that Russia desires to drive out all aliens. Without knowing her intention it is impossible to criticise her policy.

A *Mainichi* telegram of the 12th inst. says:—"The German Government notified the Powers recently that the allied council of war at Peking had decided to re-establish the Allies Headquarters in North China in order to control the allied troops that remain. Some Powers are reported to have raised objections to the resolution on the ground that it was not the unanimous decision of the council. The Japanese authorities are reported to be opposed to the establishment of the Headquarters in the present condition of affairs in North China, although they recognise that it will have to be re-established if any further movements of the Allies are necessitated. The American Government is silent on the matter; but it is understood that they are in favour of abolishing the Headquarters."

We regret to learn the death of Mr. F. J. Parrott, B.A., the late General Manager for India and the East of the Vacuum Oil Company. Mr. Parrott, we are informed by the representative of the Company, arrived in India towards the end of 1893, and took over charge of the Vacuum Oil Company's business. Through Mr. Parrott's exertions and under his regime, the business of the Company has been so extended as to necessitate the employment of an immense staff. Mr. Parrott, in addition to being in charge of all the offices in India, had also the management of the Company's business in Singapore and the Far East, and during his seven years' stay in India made occasional visits to the Straits Settlements, China, and Japan to promote the Company's affairs. Mr. Parrott who came from a well-known literary family in Liverpool, was a graduate of Dublin University, and was brother of Dr. Parrott, LL.D. of Edinburgh. He was of a genial disposition, and was exceedingly popular. The deceased gentleman was a captain in the Bombay Volunteer Rifles. In him the Vacuum Oil Company have lost a manager who always had the welfare and interest of all his subordinates at heart.

H.M.S. *Algerine* has gone to Hankow to relieve H.M.S. *Brisk*, which proceeds to Japan.

The *Echo de Chine* says that the concession for the Yunnan Railway has been granted for 75 years.

The Japanese cavalry in North China were to leave Peking for Taku on the 16th inst. on their way home to Japan.

Reports are current in Shanghai that Li Hung-chang has bought back the Tientsin Arsenal from the Russians, who took possession of it at the time of the trouble at that port.

The temporary hospital which was opened at Nagasaki by the French Government for the reception of wounded and invalided French troops from North China has now been permanently closed. Some of the properties used in the hospital have been sold.

On the 26th inst. the Shanghai Cricket Club played the I.M.C., the match being stopped by rain with the position thus:—S.C.C. 72 and 92 for six (innings declared), I.M.C. 31 and 38 for five. Mr. J. Mann for the S.C.C. took in all 13 wickets for 14 runs.

The Tientsin Chamber of Commerce has addressed a note to the Doyen of the diplomatic corps in Peking, requesting that the Allied Administration Yamen (the Provisional Government) may be made permanent, in order to ensure the protection of foreign interests.

It has been decided at Tientsin to have an annual celebration of the siege and relief of the Settlements, in the shape of a banquet on the 23rd June, on which day last year the relief was virtually effected. The Gordon Hall was selected as the place in which this annual banquet shall be held.

At a meeting of the Cabinet at Seoul it was decided to reject the French loan contract. The Korean Government had already expressed a wish to borrow money from two or three Japanese banks if the French loan should fall through. The Japanese Government refused to guarantee a loan, and the matter was dropped. The Korean Government is now reported to be enquiring if the Katsura Cabinet will assist them.

The reliefs and reinforcements for the German section of the Garrison in Shanghai arrived there on the 21st inst. on board the transport *Crefeld*, and were marched to their Camp in the neighbourhood of Sinza. The relieved troops, consisting of a couple of companies of infantry, each headed by files and drums, marched down the Nanking Road and Band on the same afternoon and embarked upon the transport for conveyance back to Germany.

Some time ago it was reported that Mr. Miller, fourth engineer of the N.D.L. steamer *Preussen*, did not return to the steamer after he left her at Yokohama on May 16th, and it was supposed that he was drowned. On the 10th inst., says the *Japan Gazette*, a human body was found floating in the harbour, and, though it was in an advanced stage of decomposition, it was identified as that of the missing engineer. The remains were handed over to the local agents of the steamer to which the deceased belonged.

It was rumoured in native circles in Shanghai last week that Chang Yen-mao, former Director of the Imperial Railway of North China and of the Kaiping Mine, had been appointed Director-General of the mines in Chihli and Jehol (Manchuria). It was further reported that he is borrowing foreign capital to develop these mines. However, according to another report Chang Yen-mao is to be made "Director-General of the Tientsin-Shanghai Railway."

In the I.M.C.'s first quarterly returns this year, one of the places mentioned is Yatung in Tibet, where there is a Custom House which collects nothing but figures. The trade seems to have fallen off somewhat in 1901, for the loads carried inwards and outwards were only 20,045 against 22,484 last year. The import of cottons and woollens looks rather large, but it is given in yards; other imports were numerous, but in small quantities. The exports were not very large; they included 8,400 lamb skins and 6,000 piculs of sheep's wool.

The *N.C. Daily News* states that, in response to the request of the Committee of Ministers at Peking on the Huangpu (Whangpoo) Question that a member of the Shanghai General Chamber of Commerce should go to Peking to discuss the Conservancy question, Mr. E. A. Hewett will leave for Peking early this week. In a leader-note our contemporary says:—"It is a great satisfaction to those in and out of the Chamber of Commerce who have been hammering away at this question for over a quarter of a century to find it seriously taken up at Peking at last. Ten years ago a subscription was raised by the Chamber of Commerce for preliminary expenses, and five years ago after attempts to secure a leading English engineer, M. de Rijke, than whom no one has a better knowledge of the subject, made another survey and report, his fee being \$10,000 (gold), for which the Chamber made the necessary arrangements. Three years ago the Chamber submitted to Peking a scheme for the rectification and conservancy of the river and its approaches; and now the Committee of Ministers is taking the matter seriously in hand; and it is with great satisfaction that we learn that Mr. E. A. Hewett is returning to Peking early next week to discuss the question with the Committee. We hope that the Chamber will succeed in their contention that the matter should be put in the hands of an international board. Strong efforts are being made to have it put altogether in the hands of the Foreign Customs; but there is a preponderance of reasons in favour of entrusting the work to an International Conservancy Board."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 26th June, 7.45 p.m.

PRINCE TUAN BOUND FOR PEKING.

A Lanchow letter has reached Nanking, stating that Prince Tuan with several thousand Mongol horsemen has passed Hengcheng and is proceeding to Peking.

GENERAL NEWS.

LONDON, 25th June, 7.55 p.m.

FATAL ACCIDENT TO MR. HAY'S SON.

King Edward, Lord Roberts, and President Loubet have all telegraphed to Mr. Hay messages of sympathy on the death of his son Adalbert, who fell from an hotel window and was killed.

PLAGUE ON A LINER.

The *Carlisle City* has arrived at San Diego with several cases of plague on board. Five of the crew and one Chinese passenger died at sea.

THE MARKETS.

Cotton tends upwards. Yarns are in a corresponding condition. Copper is lower.

REUTER'S SERVICE.

LONDON, 24th June.

7,000 TO 10,000 BOERS IN CAPE COLONY.

The correspondent of the *Daily Mail* at Capetown states that the invaders are swarming in the eastern and midland districts of Cape Colony, and that they number from 7,000 to 10,000 men. The Colony from Dordrecht to Willowmore, across to Kenhardt, and on to Namaqualand is virtually in possession of the Boers.

LONDON, 24th June.

SOUTH AFRICA—THE WATERKLOOF FIGHT.

The engagement with the Boers at Waterkloof is now confirmed. It appears the British were pursuing the enemy under Commandants Malan and Krivitzinger, when they were waylaid at daybreak by another force pouring in a heavy fire as the column was preparing to start. The fight lasted 2½ hours.

CHINA AND THE IMPORT DUTY ON OPIUM.

Lord Cranborne states that the question of an increase in the import duty on opium into China has not yet arisen.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A DANGEROUS ROAD.

TO THE EDITOR OF THE "DAILY PRESS."

Bowen Road Filter Beds, 26th June.

SIR,—My attention has just been called to a letter under the above heading and signed "Paterfamilias," which appeared in your issue of the 22nd inst. As no doubt the writer is the person referred to, and the one and only inference is that I was riding furiously, I must ask your kind consideration to allow me to reply.

Firstly, I was not riding furiously. I think I am sufficiently well known in the colony and know the colony well enough not to ride furiously along such a place as Bowen Road. Secondly, as I explained to "Paterfamilias" at the time, I was capable of stopping my horse in less than 10 paces even had I been riding furiously. Thirdly, "Paterfamilias" invaded my home and used heated and abusive language, which was certainly uncalled for.

With regard to his dogs: perhaps he was looking for a "basket of whelps" left out to the tender mercies of the world on McDonnell Road and found in a starved condition by one of my collies.

I have nothing to conceal in the matter and therefore use no *nom de plume*.—I am, Sir, Yours, etc.,

J. ROSS, Overseer, Water Works.

PROPOSED REOPENING OF BEACONSFIELD ARCADE.

THE EDITOR OF THE "DAILY PRESS."

26th June.

SIR,—Will you permit me to earnestly entreat—to beg—to pray intending occupants not to resume residence in Beaconsfield Arcade for a further period of at least three months. This entreaty on my part is but a public duty.—Yours, etc.

"BUBO"

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 10 fresh cases of plague and 8 deaths (all Chinese).

Mrs. Primrose's condition is improving, and all the other European cases are still doing well.

FATAL FIRE ON BOARD SHIP.

SEVEN LIVES LOST.

About nine o'clock on Tuesday evening fire broke out in the shaft-tunnel of the American steamer *Arctuna*—a water-tender to the ships of the U.S. Navy—at present in the docks at Kungsholm for repairs. A number of Chinese workmen—fitters and coolies—were repairing the shaft when the fire started. Two fitters were burned to death, and seven others, four fitters and three coolies, were terribly injured before they could be rescued. One of the fitters who had been removed home by his friends has since died, making a total of three deaths. The other three fitters were in a serious condition. The three coolies, whose injuries were not quite so serious, refused to go to hospital, and were taken to their own homes for treatment. The bodies of the three dead fitters were sent to the mortuary by the police.

Enquiries on the spot yesterday showed that the accident was even more serious than first accounts would lead one to believe. The alarm that fire had broken out on the *Arctuna* was raised at half-past eight o'clock in the evening. Ranning in the direction of No. 1 dock, where the *Arctuna* lies, the superintendent of the dock watching staff met three Chinamen stumbling from the scene of the accident. These were workmen who had been rescued or had escaped from the shaft-tunnel of the vessel. All were black from head to foot, and apparently badly injured. One dropped at the pumping station opposite No. 2 dock, but the other two were able to keep their feet and presumably to reach their homes. The man who had fallen was attended by some of the dock staff, and was rubbed over with lard to alleviate the pain of his burns. He was left alone for a few minutes, and his friends took the opportunity to smuggle him out of the docks to his home, where he died soon afterwards. Two other workmen from the *Arctuna*, also very badly burnt, were found lying on the top of some wood-piles, and another was stretched out on one of the ship's hatches. These men were attended by Dr. Buchanan, attached to the steamer *Australian* (now lying in No. 2 dock). Dr. Buchanan hurried to the scene of the accident when the news of its occurrence reached him, and rendered invaluable assistance in attending to the injured men. When the superintendent of the dock watchmen reached the *Arctuna*, great volumes of smoke were issuing from the ventilators leading to the shaft tunnel. The *Arctuna's* hands were already playing water on the flames, and assisting them two of the dock fire-hoses were rigged up and directed on the fire, which was soon extinguished. The captain and officers of the *Arctuna* then set to work to rescue those who were still in the tunnel. It was known that nine workmen had gone down, and in about ten minutes all were accounted for. Two were dead, and the others horribly burnt. Word had been sent to the police stations at Yau-mat and Hungshou, and at nine o'clock two parties of constables under Inspector Macdonald and Sergeants McSwamy and Gordon arrived at the docks. They immediately directed their attention to the victims of the accident, and had the injured removed to the hospital and the dead to the mortuary.

The three fitters who were admitted to hospital have all died since, thus, with the other deaths reported, bringing the total up to seven. The remaining two out of the nine unfortunate workmen were removed to hospital yesterday, and at a late hour last night were still alive. The bodies presented a horrible appearance. One youth removed by a police sergeant had both feet burned off.

As to the cause of the accident there is a great deal of uncertainty. So far as can be gathered, however, it appears that the coupling bolts were being unscrewed to enable the shaft to be taken out. By accident, a heavy brass nut fell upon a large tin of copal varnish, knocking a hole in it. A naked light was being used, and the flame, reaching the tin of varnish, set it in a blaze at once. As may be readily understood, with such inflammable material as the oily, greasy shaft-tunnel of the vessel contained, the flames spread very rapidly. Beyond this oil and grease, however, there was nothing to give the fire a hold, and it quickly died out, leaving behind dense volumes of smoke that curled thickly out of every little cranny. The unfortunate workmen are supposed to have been overpowered by the smoke, as, though the shaft tunnel is only from four to five feet high, escape was not difficult. No damage was done to the vessel.

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LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Bombay for this port on the 25th inst., and is expected to arrive here on the 12th July.

The E. A. steamer *Siam* left Singapore on the 26th inst., at noon, and is expected here on or about the 3rd prox. a.m.

At the return of the Leeds Engineers, who have been serving in South Africa, the unfamiliar khaki made it difficult to discriminate, and one young lady, says the *Leeds Mercury*, was a little too hasty. Rushing forward with outstretched arms, she threw them around the neck of one of the men and then around the head to gaze at the loved face (as she thought), she recoiled abashed and exclaiming, "Oh! You're not my brother," retreated covered with blushes, and was lost in the crowd. This is quite a novel illustration of the advantages of khaki as a military uniform.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will take place to-day, Thursday, 27th June at 4 p.m. ORDER OF THE DAY.

1. Letter from Government forwarding an extract from a letter of the Chamber of Commerce.
2. Correspondence relative to the provisions of public health for Chinese women.
3. Provision for two additional Senior Inspectors in the Estimates for 1902.
4. Reply from Government relative to the construction of a new approach path to Kennedy Town Plague Cemetery.
5. Appointment of two temporary Inspectors for disinfection.
6. Reply from Government regarding the planting of trees in the Kennedy Town Plague Cemetery.
7. Reply from Government relative to the Inspector's quarters at Kennedy Town.
8. Mr. Ed. Osborne, pursuant to notice, will move—

That the Board recommend the Government to enact—

That every domestic building hereafter erected, of a greater depth than forty feet (as measured in accordance with subsection (4) of section 56 of the Public Health Ordinance of 1901), shall be provided by the owner with a glazed skylight in the roof, of a total area of not less than one-twentieth of the total floor area of such domestic building, and every upper floor shall be provided with a well-hole, corresponding in position and area, to such skylight.

Provided that no such provision shall be required in the case of domestic buildings which are, in the opinion of the Sanitary Board, adequately lit by means of windows opening into a side street or other open space of a width of not less than fifteen feet, in addition to being lit from the front.

9. The Vice-President, pursuant to action, will move—

That the Board urge the Government to insert in the new Building Ordinance or otherwise enact without undue delay the following provisions—

(1) No building shall exceed 15 times the width of the street upon which it fronts, as measured from the outer edge of the foot-path on one side to the outer edge of the foot-path on the opposite side.

(2) The width of any street which is not provided with a foot-path shall be the shortest distance measured between the main walls of the buildings on the opposite sides thereof, or the building line as determined by the Director of Public Works where there is no building opposite.

(3) No verandah shall be erected in any street which is not provided with a foot-path of the width of 10 feet on that side of the street on which it is proposed to erect the verandah.

(4) No balcony shall be erected in any street which is not provided with a foot-path of a width of four feet six inches on that side of the street on which it is proposed to erect the balcony.

G. A. WOODCOCK,
Acting Secretary.

AGENDA—

1. Correspondence relative to the finding of rats in the neighbourhood of the Parade Ground.
2. Application for the erection of a urinal on the first floor of the Hongkong and Shanghai Bank.
3. Letter from Messrs. Leigh & Orango relative to the "certificate of occupation" for certain houses on Hongkong Island Lots 222 and 223.
4. Correspondence relative to the well at No. 14, Des Vaux Road Central.
5. Minute by the Medical Officer of Health relative to precautions against Plague.
6. Mortality Statistics for this Colony for the weeks ended the 8th and 15th June, 1901.
7. Mortality Returns from Macao for the weeks ended 9th and 16th June, 1901.

POLICE COURT.

Wednesday, 26th June.

BEFORE MR. HAZELTINE.

ILLICIT OPIMUM.

There were five cases of illicit possession of opium, the fines ranging from \$2 to \$15.

TWO THIEVING YOUNGSTERS.

Two Chinese boys were charged with snatching a gold watch-chain, locket, and some gold trinkets from the person of Mrs. F. Frampton.

Mrs. Frampton stated that as she was walking along Queen's Road West on Tuesday at 2 p.m. she saw two boys, the accused, coming out of Douglas Lane. The second accused pushed the first against her, and she snatched the chain and other articles from her dress. Then the two ran again down the lane. The complainant told an Indian constable who, however, seemed unable to do anything for her. She then went to the Central Station and reported the matter.

The Chinese accountant of Tai Fong's pawnshop at 95, Queen's Road West, stated that at 2 p.m. the second defendant brought the chain and trinkets to his master's shop to pawn them, saying they belonged to his mother and she wanted \$7 on them. Suspecting that it was stolen property, he took the boy to the police station, where he was detained. First defendant pleaded guilty. His accomplice, in the crime declared that the former had given him the chain asking him to pawn it. He did not know it had been stolen.

His Worship sentenced both young thieves to six weeks hard labour and twelve strokes with the birch.

BEFORE MR. KEMP.

TWO CASES OF ASSAULT.

Mr. N. Noer, of Wanchai Street, a building foreman, was assaulted by a Chinese bricklayer, by name U. Lee. As defendant failed to appear, the court ordered his bail of \$15 to be forfeited.

Chau Tin Wing, a fortune-teller, of Praya West, was assaulted by an angry customer, who did not like the way complainant prophesied his future. Accused had to pay a fine of \$15 or do three weeks' hard labour.

TRESPASSING ON WAR DEPT. PROPERTY.

G. M. P. Sergeant William Hallop charged an Indian barber with trespassing into a tenement, the property of the War Department.

Defendant was given the option of paying a \$5 fine or going to prison for fourteen days.

EXPORT CARGOS.

For steamer *Bhipens*, sailed on the 14th June. For Liverpool—40 pigs, tea (particulars unknown), 1,700 bales hemp, 120 bales mats, 100 cases palm leaf fans, 5 cases bambooware, 22 cases private effects and curios, 2 cases cigars.

For Manchester—25 bales waste silk.

For P. & O. steamer *Parvati*, sailed on the 22nd June. For London—90 bales waste silk, 40 h/te. tea from Amoy, 327 boxes tea from Macao, 1 case cigars, 40 cases Maule, 1 case cigars, 2 cases books, 40 cases Maule, 70 cases vermilion, 4 cases camphor-wood trunks, 30 pigs, tea, 15 cases silk, 50 bales raw silk, 2 cases grasscloth, 1 case effects.

For Lyons—335 bales raw silk. For Marseilles—219 bales raw silk, 2 cases lacquerware, 1 case silk.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 15th June—
Li Hung-chang's family arrived here on Wednesday afternoon, and proceeded direct to Peking after a brief halt.

The villages west of Peking are being heavily taxed by the brigands whom they are compelled to support both in money and kind.

Yuan Shih-kai has adopted the plan of the Provisional Government in having a box for the reception of petitions and suggestions of reform.

Prince Chiang and Li Hung-chang are strongly opposed to the Court's proposal to institute a poll tax, as they think it must inevitably lead to trouble in the country.

The "Allied Villagers" movement is reported to be spreading in all directions, and it is now stated the Russians have had trouble with them beyond Shanhaikuan.

The Chinese believe the fire in the Palace must have been caused by electricity, as no one was in the building, which is a detached one without anyone living near it.

Prince Chiang and Li Hung-chang are reported to have solicited the aid of a Japanese official in the Municipal Council of Peking, but we have serious doubts as to the truth of this.

The Chinese plenipotentiaries are endeavouring to get the Foreign Legations to choose an entirely new site outside the Tartar City, offering to pay all expenses of removal and erection of spacious legations and barracks.

The Imperial silk looms at Soochow and Ningehow are to be stopped, and the silk factory at Hangchow, so that greater economy may be exercised in the supply of the Imperial silks, from one factory instead of three.

The *Je Ji* comments on the English schools being opened in the City by Chinese who are not only uneducated in Chinese but only know a smattering of English. The teachers make a considerable profit out of selling foreign books and stationery to their pupils.

An Edict of the 31st inst. orders students of the Hsuan College to turn their attention to the study of the national history, national laws, international treaties and laws, and the sciences, and prohibits such exhaustive study of poetry and classics as has prevailed hitherto.

In Hunan near the borders of Chihli Province a Society calling itself the Heavenly Society recently started and enrolled several thousand members, each of whom wore a ring on the right hand with the characters of the Society. The leader has been arrested by an official named Ching Fuh-shien and the Society will probably be broken up.

A FRENCH JOURNALIST ON THE BRITISH ARMY.

M. Germain Bapst, who was a candidate at yesterday's election for a vacancy in the Institute, and will, I believe (writes the Paris correspondent of the *Times*) before long be successful, publishes a leading article in the *Figaro* entitled "The British Army." It is with rare satisfaction that I transmit the following extracts, for I am anxious that the English reader should have the pleasure of perusing an article by a representative French journalist who is not afraid of according to England full praise for the valour and energy of her national character, and feels himself sufficiently master of his subject to say exactly what he thinks. He does not seek for popularity by disparaging what he knows to be worthy of praise and subordinating his knowledge of his subject to the ignorance of the generality of his readers. Nor has he fallen into the opposite error. He has praised unreservedly, he has not praised indiscriminately, and his very criticisms add weight to his observations.

"England is a nation that is faithful to precedent and dislikes changes. In the army, more than anywhere else, there is a refusal to make innovations, and an endeavour to keep to the old lines. The British Army is, therefore, an old army, whose traditions as to the staff, armament, manoeuvres, and recruiting are out of date. So it has always been in history, but at the same time, whenever things have become serious and demanded change, English tenacity has done its best to draw up the reforms, required, and has carefully carried them out.

The Transvaal war will show us once more the speedily and cleverly the English Army modifies its organisation and tactics. The armament of the troops, especially the artillery, is not equal to that of other countries. In the Transvaal, for instance, the English guns were much inferior to those of the Boers."

"There was no reconnaissance department, no advance guard, and few or no outposts at the beginning of the war. How many battalions we have seen surprised, surrounded, and made prisoners at one blow! An advance guard at the Bloemfontein reservoir would have saved General Buller from the disaster which he suffered in the month of May. The generals who originally commanded have been superseded by younger men who had previously fought on battlefields like those in South Africa, and, whether in Afghanistan or the Sudan, had been able to overcome the difficulties of maintaining long lines of communications amid deserts and in terrible climates. These new chiefs soon changed the tactics, and with British perseverance they have succeeded in reversing the situation. The Boers no longer surprise British columns. The officers have studied the habits of their adversaries, and have borrowed their best qualities of mobility. Under Lord Kitchener's command, flying columns, composed of mounted troops almost entirely drawn from the colonial contingents, traverse enormous distances without baggage, pursue the commands unimpeded, frequently force them to accept combat against their will, inflict losses, and defeat their projects. The British Army in the Transvaal now numbers 200,000 men, 60,000 of whom, nearly all colonial, form these flying columns. The number, the infantry recruited in England, now guarantees the lines of communication. In this latter force we see the English soldier who has been in the Transvaal, what he was at Waterloo or in the Crimea. He has borne an unheard-of amount of fatigue and privation, such as professional soldiers of long service can alone endure. Under fire he has been steady and calm. In several engagements, Spitzkop among them, the Inniskillings and the Dublin Fusiliers, to cite only these two regiments, lost 60 per cent. without giving way or losing spirit. But if the regiments may be considered first-rate when massed in battle, it must be acknowledged that in isolated detachments they have fared terribly. How can we explain these constant capitulations of small garrisons and posts which still continue? An inquiry has been demanded on this point, but whether it will ever be made is doubtful. In our Algerian wars, which exhibit some analogies to that in the Transvaal, we had only one case of this kind in 18 years. And how many were the combats in which all succumbed to the very last man! Need I recall Sidi-Brashim and the affair of Sergeant Blaudin?"

"With regard to the plan of campaign, there have been, as in every war failures and successes. It is BYETTER TO KEEP WELL than to have the quickest possible recovery from illness. That is why there is such a universal demand for articles like *Little's Company's Extract*, now called LEMCO."

[1900—4

also great conceptions. It is not my purpose to write the strategic history of the Transvaal war, but I may point out its great moral features. Two of these are especially striking—the tenacity that is never discouraged by failure, and the decision which can assume responsibilities and go straight to its goal without hesitating for difficulties or accidents. Accordingly, Sir Redvers Buller, who has been here loaded with sarcasms, has remained in London, and it must be said, justly so. The English popular mind cherishes the ideal of the man who is bent on his task and does not let himself be discouraged. As to the decision which a general ought to possess, we may cite the case of General French, who, to relieve Kimberley when it was at its last gasp, and did not hesitate to lose half his cavalry to attain his object, knowing well that the stake was worth more than a thousand horses."

The transport services were ably managed from the spring of 1900 by Colonel Sir E. Ward, now Permanent Under-Secretary for War. Thanks to him, 200,000 men, moving over a territory more than twice the size of France, have been supplied with food and munitions without any appreciable mistakes. Yet Cape Town, his revictualling base, is as far from Pretoria as Amsterdam from Lisbon. The sanitary organisation was at first inadequate, but has been remodelled, and since June, 1900, everything has been done with working order. These two great facts which cannot be brought too forcibly before those among us who were merged with preparing and organising our Madagascar expedition. England alone can transfer 200,000 men to a point across the ocean and maintain them there for several years. She alone has a navy and mercantile marine large enough for such an effort. In the Transvaal war commercial transports—that is to say, one-twentieth of her mercantile marine—have suffered for such an enterprise. Thanks, moreover, to her industry and dockyards, she could double her fleet in an emergency, as she did in the Crimean war."

This material power is rendered still more effective by England's exceptional geographical position, for she is at once protected against any invasion and capable of making a descent on any point of the world that she may choose. Hitherto her statesmen, from the commencement of the century at least, have disclaimed any idea of aggression, and the Government has been only anxious to possess an army for defence."

The Transvaal war and the contemplated military reforms tend to prove that this state of mind is undergoing a change, and that there is an idea, not of intervening in Europe, but of acting far off in the colonies or at sea with a military strength which could not be equalled by any other nation. Mr. Brodick's scheme seems to us explicit on this point."

If these 120,000 men of the mother country we add the contingents of mounted colonial troops which have just proved their strength in the Transvaal, we see what a powerful army England will have at her disposal. Conservatism constantly made by all parties, which is already so large, and we may ask for what object exact conquest England is accumulating such forces. We certainly do not believe that the British Government is lightly heeding seeking a conflict, but it wants to enforce its will on the world and it knows that this requires the possession of force. The English are a practical people. They do not take the trouble to discuss matters with men whom they know to be incapable of resisting them. With those whom they deem of equal strength they finally agree to treat."

To those who are stronger than themselves they yield. This should be a warning to the statesmen at the head of our country. *Si vis pacem, para bellum.*"

THE FOCHOW TEA MARKET.

From the doleful accounts reaching us throughout the spring and the gloomy view taken of the future by those who in the slack season had visited those markets we were prepared to see unprecedented difficulties attending the commencement of business this season, and it is not too much to say that the Chinese rather expected them than otherwise.

We do not mean that we were prepared to see no buying until the middle or end of June (as some expected) or that Chinese expected to get no offers for their teas for some time after their arrival—that would indeed be a serious collapse in a trade that is dying out, but the end is not yet. What we and they looked for, under all the existing circumstances, was a determination on the part of buyers not to begin business unless they could purchase on a distinctly lower basis of price than they did last year. These remarks do not apply to our specialties, Soucheongs and Flowery Pekoes, which our rivals in India and Ceylon have never succeeded in outperforming with. It is of our stable commodity, Congou, that we write, and what have we seen? So far from there having been any hitch, the market sprang into life almost as soon as the samples were shown, and on a scale of prices fully on a parity with those established at the opening of the market last year, blowing the forecast to the winds. And so we are launched into the tea season of 1901-1902. The Chinese are making handsome profits, and as regards the best crops of each district it is a good thing they have made them, since it will encourage them to make teas of good quality. We think that it would be of advantage to all those interested in the trade if there was a larger margin in price between those that are best and those that are not. It may be—indeed is—argued now that the important shortage in the yield of first crop (estimated at 30 per cent.) warrants the prices paid for every chop so far shipped, looked at as first steamer shipments. This scarcely fits in with what was generally thought a fortnight ago.

After all it is nothing new that the opening of business should go contrary to local preconceived ideas. It has long been evident that however disastrous a past season may have been to shippers, the circumstances have no influence on the opening prices of the next season. It has been proved, the present opening proves it, that our buyers as a body have no control over the market; it is those at a distance in the various consuming markets who unwittingly control it. Orders come from all quarters of the globe for, say, finest teas to be shipped by first steamer; they may be sure to be small but in the hands of several firms they lead to a good deal of competition."

It comes about that the most careful buyers find themselves obliged to pay prices their neighbours deem absurdly high. Small though these orders may be, they aggregate quite sufficient to set business going and establish a scale of prices which others have to follow or lose their chance of an interest in a first steamer. This is the explanation of our early activity and high prices. It is undoubtedly a hard case that the regular trader should have the market split for a hand at the commencement of the season by a handful of small orders, practically unlimited as to price, and sent by people who will have no further interest in the article during the season but where is the remedy? *—Fochow Echo.*

REVIEWS.

Five Years of My Life. By ALFRED DREYFUS. With Illustrations. London, George Bell and Sons.

Most people, we imagine, are now satiated with the *affaire Dreyfus*; and much as English people were interested in it at the time of the Rennes trial, the case is now neither fresh enough to retain the public attention nor old enough to have the attraction of past causes *célèbres*. However, this little book, wherein the persecuted Captain recounts his life during the five years when he was cut off from the world on Devil's Island, makes an appeal which is all its own, and will, we think, deservedly have many readers. It is well illustrated mainly from photographs.

Black Mary. By ALAN MCMAULAY. London, T. Fisher Unwin.

This novel, by the author of *The Rhymer*, is an effort on the writer's part to embody in fictional form the traditions, the homely sayings, the surroundings and mode of life of an old-time family in old-time Scotland. Much of the substance of it has been drawn from tradition and from old family papers. It may readily be allowed that Mr. McAulay has achieved a large measure of success. The story can be cordially recommended to intending readers.

The Mystery of the Clipped Hands. By GUY BOOTHBY. London, George Bell and Sons.

In this newest story by Mr. Boothby we find exactly what we expect to find—a wild plot, hurrying from incident to incident, a murder soluble by the reader, but not by the detective, a correct hero, anything but correct villain, conventional heroism, and an unjust accusation ending in a clearing up of all difficulties and the expected marriage. Here, for instance, is the hero—"Godfrey Henderson, one of the most prominent of our younger painters, was as unlike the popular notion of an artist as could well be found. He had roved, stroke in his 'Vanitas' boat" (of course: the novel world has its 'Vanitas' strokes running about like rabbits) "had won for himself a fair amount of fame as a good all-round athlete, and at the same time had painted at least three of the most beautiful pictures—pictures with a subtle touch of Poetry in them—that the Public has seen for many years. His height was fully six feet, his shoulders were broad and muscular, he boasted a pleasant and open countenance," etc. Victor Fensden, the villain, on the other hand, was a wicked Impressionist painter. His pictures were merely 'pretty' enough in their way, but lacking in form, and a trifle vague as to colouring." In consequence, Victor Fensden committed a murder, for which the other was tried and acquitted, while he was "suddenly called to appear before a greater Tribunal" just as his guilt became clear. Godfrey then took out a special license, and left with the heroine for the South of France.

The Golden Tooth. By J. MACLAREN COBBAN. London, George Bell and Sons.

Our readers will require no commendation of this exciting story by Mr. MacLaren Cobban, which ran serially in these columns last year. Those who did not then see it have now the chance of securing it in book form in Messrs. Bell's excellent Indian and Colonial Library series.

THE SIBERIAN RAILWAY.

The Siberian Railway in its present condition writes the *Times* correspondent at Odessa, has, apparently, bitterly disappointed many of the hopes it originally excited. I have just had a conversation with an officer lately returned from the Far East, who confirms the rumours which have been current for some time past in connection with the dislocated practices carried on both by the contractors for the railway work and by certain of the Government supervisors. My informant does not hesitate to affirm that the Government has in several cases been plundered in a most shameful manner by those responsible for the efficient carrying out of the contract on various portions of the line, and that millions of roubles have been dissipated quite other than that intended by the Government promoters in several instances the Government officials charged with the supervision of the work must have been perfectly cognisant of the fact that vast sums of money were being systematically diverted from their proper channels, and openly suggests that their own pecuniary advantage was at the bottom of their pretended ignorance of what was going on. The glaring dishonesty of certain of the individuals responsible for the construction of the railway has been carried to such lengths that in many places raised portions of the line stipulated by contract to have a width of barely 16 ft., a state of things which, of course, precludes all possibility of guaranteeing the safety of the line under ordinary working conditions. Instances of embezzlement giving way after a fall of rain have been pretty frequent already, and accidents have happened about which nothing has been heard here, the Siberian Railway authorities being nothing if not discreet.

My informant adds that the whole matter of the construction of the line is at present under the careful consideration of the Government, and that it is more than probable that several portions of the line will have to be relaid as quickly as possible. When it became known a short while ago that the Government intended to hold a searching inquiry into the various scandals which have come to light in connection with the railway, more than one Russian railway engineer lost no time in quitting Siberia without leaving his address behind him. The question of railway construction by the State is peculiarly relevant at the moment in view of the difficulties in which Russia finds herself in consequence of the enormous expenditure incurred by her of late in railway building. The expediency of the Russian Government's assuming direct responsibility for its various railway enterprises is to-day more than ever doubted by those who have all along persistently advocated the giving of a freer hand in such undertakings to private capital. The question is seriously asked whether events have demonstrated the wisdom of Russia's humbling herself by making pilgrimages to Paris for the purpose of covering advances made to railways which would have been infinitely better and certainly infinitely more economically constructed by private enterprise.

TRADE MARK.

WHISKIES.

IRISH.

DUNVILLE'S V. R. Do. "Special Liqueur" 15.00

SCOTCH.

F.O.S., Very Old Liqueur 15.00
CLUB 12.00
SPECIALLY SELECTED 11.00
CHOICE OLD HIGHLAND 8.00
GLENLIVET 7.00
HIGHLAND NECTAR 16.00
D.O.L., Limited. 13.00
RICHMOND CLUB. 16.00
DEWAR'S White Label 18.00
Do. EXTRA SPECIAL 14.00
Do. SPECIAL 12.00
P.D.C. 13.00
TEACHER'S "Highland Cream" 12.00
D.G. Dump bottles 9.00
PEAK BLEND do. 8.00

AMERICAN.

FINE OLD BOURBON 18.00
CANADIAN RYE 15.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 15th May, 1901. [616]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th February, 1901. [508]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO.

Hongkong, 3rd October, 1900. [75]

ON SALE.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

A LECTURE

BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newspapers.

Hongkong, 20th April, 1901. [1072]

ROUTART PERE & FILS, REIMS

Established 1719. CHAMPAGNE COGNAC AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO.

Sole Agents. Hongkong, 17th May 1895. [1271]

C. E. WARREN.

BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED

AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [18]

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTMAN & CO.

Hongkong, 31st August, 1897. [372]

1901 1901 1901

MAIL TABLES.

The Card published at the Daily Press Office

Contains—English Mails, homeward and outward

French " " " "

German " " " "

Canadian " " " "

Parcel Post " " " "

Calendar for 1901

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Booksellers.

SIENTING.

SURGEON DENTIST.

No. 10, DAGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [532]

A ON & CO.

PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

32A, TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gamp & Co.

Hongkong, 20th March, 1901. [797]

MACHINERY and SUPPLIES.

Engines, Boilers, Pumps, Wood Working and Iron Working Machinery, Saw Mills and saw Mill Supplies, Sugar and Rice Mill Machinery, Mangle and Milling Machinery.

Write for Catalogues and Prices of what you require.

PARK & LACY CO., 21 and 23, Fremont Street, San Francisco, Cal., U.S.A. [732]

ENTERTAINMENT.

HONGKONG VOLUNTEER CORPS.

BY kind permission of Lieutenant-Colonel Sir J. W. Carrington, C.M.G., Commandant, Hongkong Volunteer Corps, a PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on WEDNESDAY, July 3rd, in aid of the Corps Band Fund.

Commission 31; Naval and Military in uniform half-price.

C. G. PRITCHARD, Captain, R.G.A., Adjutant, Hongkong Volunteer Corps, Hongkong, 21st June, 1901. [1555]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$870 CASH

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. CHEANG YUT PO is authorised to SIGN and FULFILL all the duties of the Temporary Absence from the Colony.

C. W. BISMARCK,
p. BISMARCK & CO.
Hongkong, 27th June, 1901. [1604]

WANTED.

AT the PEAK near TRAM STATION a COMFORTABLE HOUSE, FURNISHED or UNFURNISHED, from 1st NOVEMBER, 1901, to 30th APRIL, 1902.

Care of Office of this Paper.
Hongkong, 27th June, 1901. [1539]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SILEZIA,"
Captain Bahl, will be despatched for the above ports on SATURDAY, the 29th inst., at DAYLIGHT.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th June, 1901. [1602]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"
Captain J. Rattenbury, will be despatched as above on SATURDAY, the 29th inst., at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 27th June, 1901. [1600]

THE OSAKA SHOSHEN KAISHA, LIMITED.

ANPING (VIA SWATOW AND AMOY).
Company's Steamship

"MAIZURU MARU,"
Saidaki, will be despatched for the above ports on SATURDAY, the 29th

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 26th June, 1901. [18]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"
Captain Schmidt, will be despatched for the above port on MONDAY, the 1st July, at 3 P.M.

This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 27th June, 1901. [1603]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILEZIA,"
Captain Bahl, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 26th June, 1901. [1601]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M., on the 28th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 26th June, 1901. [1598]

WANTED.

AT the PEAK near TRAM STATION, a FURNISHED BUNGALOW or SMALL-SIZED HOUSE for a Bachelor, for 3 Months, from 1st July, 1901.

Apply—
E.
Care of Daily Press Office.
Hongkong, 27th June, 1901. [1590]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.,
Hongkong, 16th September, 1899. [1509]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
TO-DAY (THURSDAY),
the 27th inst., at 11 A.M., at the Central Police Station,
A QUANTITY OF SURPLUS STORES.

TERMS—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 25th June, 1901. [1585]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Acting Official Receiver to Sell by Public Auction,
UNDER AN ORDER OF THE COURT,

SATURDAY,
the 29th inst., at 2.30 P.M., at No. 17, Des Vaux Road, above the Office of the P. & O. S. N. Co.,
SUNDRY OFFICE FURNITURE,
Comprising—
TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, ONE LARGE COPYING PRESS and STAND, BOOK RACKS, &c., &c.

Also
One REMINGTON and One HAMMOND'S TYPEWRITERS and One LARGE IRON SAFE, by Phillips & Sons, London.

And
A Quantity of COMMERCIAL CODES.
TERMS—As Usual.
The above are now on view.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 26th June, 1901. [1583]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held in the Offices of the General Managers, THIS DAY (THURSDAY), the 27th JUNE, at 4 O'CLOCK, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th June, 1901. [1439]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Offices, No. 4, Queen's Buildings, on SATURDAY, the 6th July prox., at 12.15 P.M., for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 28th prox., both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th June, 1901. [1547]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the Six months ending 30th June, 1901, will be PAID on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to the 8th July, both days inclusive.

MEYER & CO.,
General Managers.
Hongkong, 26th June, 1901. [1594]

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

INCORPORATED 21st DECEMBER, 1900. WITH A CAPITAL OF £1,000,000 IN SHARES OF £1 EACH.

NOTICE IS HEREBY GIVEN that the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is authorised by the CHINESE ENGINEERING AND MINING COMPANY, LIMITED (herein called the New Company), to issue to the Holders of Shares in the CHINESE ENGINEERING AND MINING COMPANY (herein called the Old Company) provisional Certificates for the fully paid up Shares of £1 each in the capital of the New Company to which the Shareholders in the Old Company are entitled under an agreement dated the 30th July, 1900.

Shareholders in the Old Company are entitled to receive 25 fully paid up Shares of £1 each in the New Company for every Share of 100 Tientain Taels in the Old Company, and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during banking hours on, or as soon as possible after, the 3rd July next to enable the new Certificates to be made out.

The issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 Shares of £1 each, and Shareholders in the Old Company are requested to intimate on sending in their old Certificates the denominations required.

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each.

The bearer of a Share Certificate in the Old Company will be regarded as the person entitled to the Share represented thereby.

Further information may be obtained from the said Bank, or from Messrs. DRUMMOND and WHITE-COOPER of Shanghai, Legal Advisors to the Company.

Hongkong, 24th June, 1901. [1578]

TUITION.

A YOUNG ENGLISH LADY desires to give Elementary and Progressive LESSONS in VIOLIN and PIANO. Intending Pupils can apply by letter to—
"T."
Care of Daily Press Office.
Hongkong, 19th June, 1901. [1540]

NOTICES OF FIRMS

NOTICE.

WE have Admitted Mr. WILLIAM JARDINE GIBSON a Partner in our Firm, and have Authorised Mr. WILLIAM ARTHUR CARRUTHERS CRUIKSHANK to SIGN our name PER PROCURATION.

JARDINE, MATHESON & CO.,
Hongkong, 24th June, 1901. [1572]

A. S. WATSON & CO., LIMITED.

DURING the Absence of Mr. A. H. MANCELL, the Company's Secretary, from the Colony, Mr. J. A. TARRANT is Authorised to Sign "FOR SECRETARY."

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th June, 1901. [1487]

TO LET.

IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRATA EAST.

Apply to—
I. P. MADAR,
Victoria Hotel.
Hongkong, 8th June, 1901. [1450]

TO LET.

OFFICE ROOM.
Apply to—
REUTER, BROCKELMANN & CO.,
Princes Building.
Hongkong, 26th June, 1901. [1588]

TO LET.

No. 2, QUEEN'S GARDENS, till 15th August, 1901, FURNISHED.

Apply to—
S. J. DAVID & CO.,
Hongkong, 8th June, 1901. [1451]

TO LET.

A HOUSE in RIFON TERRACE, HOUSES at LIGHTON HILL, "FAIRVIEW," Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 2nd May, 1901. [66]

TO LET.

POSSESSION APRIL 1st.

No. 1, STEWART TERRACE.

Apply to—
J. W. NOBLE,
Hongkong, 6th March, 1901. [601]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
21, CAINE HILL, A.D.

Hongkong, 20th September, 1900. [889]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
3, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELMISTOWE, SUFFOLK, ENGLAND.

Hongkong, 28th August, 1900. [78]

WANTED.

A WELL QUALIFIED CLERK.
Desired to Translating in Chinese. Good Salary will be paid to competent man.

Apply to—
Y. Z.,
Care of Kelly & Walsh, Ltd.
Hongkong, 25th June, 1901. [1583]

WANTED.

A EUROPEAN QUARTER-MASTER
to superintend the Coxswains of this "STAR" FERRY-BOATS. Must be strictly sober and accustomed to work with Chinese.

Apply by letter only, with testimonials, to—
"STAR" FERRY COMPANY, LTD.,
Hongkong, 25th June, 1901. [1584]

WANTED—AN OVERSEER.

Apply by Letter to—
THE SECRETARY,
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 25th June, 1901. [1581]

WANTED.

LESSONS in Shortland, Pitman's System, Reporting Style.

Address to—
STENOGRAPHER,
Care of Office of this Paper.
Hongkong, 24th June, 1901. [1582]

WANTED.

IMMEDIATE POSSESSION of an EUROPEAN HOUSE at Kowloon.

Apply, Stating Rent, &c., to—
Care of Office of this Paper.
Hongkong, 22nd June, 1901. [1563]

WANTED TO PURCHASE immediately YACHT for Cruising; in good condition; length not less than 30 feet.

Apply—
E. C.,
Care of Office of this Paper.
Hongkong, 26th June, 1901. [1591]

GENTLEMAN in H.M. Civil Service desires FURNISHED BEDROOM and BOARD from 1st July next.

Communicate with
S.W.D.,
Care of Office of this Paper.
Hongkong, 26th June, 1901. [1589]

NOTICE.

WE, the undersigned, beg to notify the Public and Shipping Community that we have just received a Large Stock of ENGLISH LAGER PILSENER in Cases of 6 dozen Pints for \$14 and \$25 per dozen, for which we have been appointed Sole Agents by the WREXHAM LAGER BEER COMPANY, LIMITED. This Beer speaks for itself.

RITCHIE & CO.,
No. 39, Des Vaux Road.
Hongkong, 26th June, 1901. [1592]

INSURANCES

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899 £14,409,088.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FIRE FUNDS.....2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL.....£410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [185]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [94]

"L'UNION"

HONGKONG
BUSINESS DIRECTORY.

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Every Household Requisite. Depot for
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Shipbuilders, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

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Sailmakers, Riggers, Commission Agents
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hound Brand") and Blundell,
Spence & Co.'s Commission.

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Imports of the Best Manila Cigars; 25,
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DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

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Mr. N. LAZARUS,
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of the eyes—the many years of "Eye Strain"
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specially adapted in youth to those requiring
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Constantly recurring headaches, spells of
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running together; any of these symptoms indi-
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B. J. BARLOW.
Hongkong, 12th June, 1901.

[ALL RIGHTS RESERVED.]

SPORT AND ANECDOTE.

BY AN OLD FOEY.

INTERNATIONAL ATHLETIC CONTESTS
BETWEEN COLLEGIANS.

Provided a sum of £1,200 be raised by public
subscription among their friends and admirers,
the athletes of the universities of Oxford and
Cambridge will sail from England for Quebec
on August 20, to meet the representatives of
the McGill and Toronto universities of Canada
and the chosen of Harvard and Yale of America
on the running path and in the field events
customary to such occasions. Considering the
number of aristocratic students at our famous
seats of learning there should really be no
difficulty in obtaining the £800 necessary for
each team of Blues, and I do hope that the
Britishers will acquit themselves more creditably
than when they last journeyed to the land of
the Stars and Stripes. On that occasion the
Cantabs visited New York in 1895 to meet Yale,
and we were beaten by no fewer than eight
events to three. The Englishmen included
such fine athletes as W. FitzHerbert, whom I
saw the other day looking the very picture of
health, P. S. Horna, W. E. Lutyens, now in
holy orders, and W. Mondelson, the young
Maori, then at Jesus College. Our men were
by no means at their best, and the only runner
who showed better form than in England was
C. H. Lewin, of Cambridge, the "second string,"
who won the quarter mile in 49.4.5 seconds,
while the presumed certainty, FitzHerbert, was
four yards behind him. No, the Cantabs were
badly beaten in 1895. The fact that Oxford
defeated Yale by 5½ to 3½ events at London in
1894 when C. B. Fry, W. J. Oakley, and Gilbert
Jordan were in their prime, and also the narrow
margin of five to four, by which Oxford and
Cambridge conquered Harvard and Yale at
Kensington two years ago, in no way to my
mind diminishes the severity of our discom-
fiture on the Manhattan field in 1895. If we
put the three trials of skill together, always
remembering that the Yankees have made two
journeys to our one, we even then discover that
our Transatlantic cousins have a majority of
two victories in hand. This is not-flattering to
our insular pride.

THE GREATEST PAST PERFORMANCES.

The most startling performance in any of
these events was to my mind, the 15.3.5secs.
achieved by F. Z. Fox, of Harvard, in the 120
yards hurdles at the Queen's Club two years
ago. This is within one-fifth of a second of
the great record established by Alvin C.
Kraenzlein at Stamford Bridge in July last
year. All the same I am fairly convinced that
no four men ever ran better in any team than
C. G. Davison, H. E. Graham, A. Hunter and
H. W. Workman at the Queen's Club
International Festival of 1899. These Cantabs
won four races—Davison the quarter in
49.2.5secs., Graham the half-mile in 1min.
57.1.5secs., Hunter the mile in 4min. 24secs.,
and Workman the three miles in 15min.
24.2.5secs. If the Light and Dark Blues can
show form like this next September in New
York they will have a great chance of success,
but, as Shakespeare remarked in the days of
Elizabeth, "There is much virtue in it."
Under the circumstances the championship
gathering of the Inter-Collegiate Association of
Amateur-Athletes of America, usually held
towards the end of May, will be exceptionally
interesting this year, as the performances at
this meeting will tell Messrs. Workman and
Davison, the Cambridge and Oxford presidents,
what chance their united team possesses. I
am sore afraid that a win in New York will
just be beyond their tether.

THE AMERICAN AMATEUR ATHLETE.

Some folks may feign astonishment that our
university men should restrict their challenge to
Harvard and Yale, but as a matter of fact they
are quite within the dictates of common sense to
do so. At most of the American Universities
I am afraid that the chosen athletes are in many
respects as nearly as possible professionals. I
have seen a few of them and there is no sugges-
tion of the cast of Vere de Vere about them.
Besides, have we not known some of them turn
professionals? We may take C. H. Kilpatrick
as a case in point. He came to England as an
avowed pedestrian, and ran money matches,
while he is now a paid trainer to one of the
collegiate teams. And yet he was one of
the famed Princeton "Tigers." Just fancy one
of our blue bloods at either Oxford or Cam-
bridge becoming a trainer! Kilpatrick was an
exceedingly courteous and genial young man,
and I should be sorry to say one word against
him, except that he was essentially a profes-
sionally-trained pedestrian when he used to
run for the New York Athletic Club and for
Princeton. Kilpatrick is the Yankee flyer who
ran the half-mile against F. S. Horna at New
York in 1min. 53.2.5ths secs.—a world's record
to this day. Horna accomplished 1min. 55.2.5ths
secs., which has only been beaten once in
England, and that by F. J. K. Cross in the
spring of 1888. But it seems to me a shame
that such a splendid English sportsman
as Horna should have been the victim of a man
like Kilpatrick, who was then but a pseudo-
amateur. And while on this topic I may say
that I notice several Americans are visiting
England this summer to compete against our
amateurs. Personally, I dislike these distinc-
tions between amateurs and professionals, but I
think that Englishmen are at a great dis-
advantage with these men from "across the
pond." One of them at least—Maxwell Long
to wit—proposes to take up his quarters with a
man who has been in the habit of training
pedestrians. Long will devote the whole of his
time to running, just the same as if he was an
avowed cash-prize racer. How, then, is an
ordinary English clerk or artisan who has been
earning his living throughout the week to cope
with a man of so much leisure for constant
practice? In the case of a runner like Long,
who has by Nature every advantage, what

chance has any working Englishman against
him? Speaking in the jargon of the path it's
long odds on the American every time.

THE ATHLETIC CHAMPIONSHIP OF ENGLAND.

It is full early yet to touch upon the English
athletic championships, fixed to take place on the
first Saturday in July at Huddersfield, but there
are sure to be two notable absentees in Alfred
Tysoe, of Blackpool, and Charles Bennett, of
Wimborne. The latter has been suffering
from lumbago and is not likely to run so
frequently as for several seasons past, while
poor Tysoe has been almost at death's door
with pleurisy. Indeed, I hear a shocking
account of Tysoe, and I feel sure that this
fair-haired, bright-faced young man will not
don pumps this summer. Under these cir-
cumstances we shall have to look elsewhere
for our one-mile and half-mile champions.
I expect the mile will be a race between
Alfred Shrubbs, of the South London Harriers,
and F. G. Cockshott, of Cambridge, unless
Hugh Welsh, the young Scotchman, turns
out once more. I should not be surprised
were Welsh to do so, for I can hardly believe
that so brilliant and enthusiastic a miller has
seen his best ere he is 25 years old. I shall
never forget the ease with which he vanquished
the unfortunate Lutyens in 4mins. 17.1.5secs.,
and if he returns to the track the one mile is
all over. The half-mile could be won by
Graham, if only he would train hard enough.
If A. F. Duffy, of Georgetown University,
crosses the Atlantic, as I hear he will, the
100 yards is bespoken, and, of course, no one
can approach Marley Long in the quarter-
mile unless the A.A.A. surprised us all by
intimating that they would prefer the room
to the company of the Yankees. Alfred
Shrubbs is, I think, sure to carry off the
four miles, as he has done the ten miles. We
are sure to discover many new champions in
this year of grace.

THE CURSE OF COMPETITION CRICKET.

When I take up a newspaper nowadays to
read the cricket news I cannot help being struck
by the stereotyped character of our summer
programme. We seem to have no time for
night but serious and often very dry county
championship games. Day after day the same
weary round of games. Day after day the
same weary round of shires battling against
each other proceeds with scarce an interval
during three months. Such fixtures as North
v. South, Over Thirty v. Under Thirty, Married
v. Single, Smokers v. Non-Smokers, M.C.C. v.
Twenty-two Colts of England, and the like are
never dreamed of in these times. Perhaps
some of my readers may say "And a jolly good
job, too, for at the best these were only exhibi-
tion games." Well, I must confess that the
tremendous seriousness of modern competition
cricket, when even a smile on a player's face
seems almost out of place, is to me very dis-
tressing. I am sure that many of our amateurs
would enjoy some of this picnic cricket if you
like to term it so—for this diurnal sempiternal
battle for points in a table of merit grows very
sickening to an old fogey like me. We used
to have quite as enjoyable days—aye and more
so—thirty years ago than now, when the issue
of the game is thought more of than the
pleasure which the pastime can give both to the
participants and the spectators.

CURIOUS CRICKET MATCHES.

Apart from first-class cricket, which, under
the modern rules of championships and long
scores, is becoming quite boring, some very
funny games have taken the field. There have
been games at cricket between Handsome Men
and Ugly Men and also between Thirteen Heavy
with Six and Thirteen Light with Honesty. I
must say that save for being among the Hand-
some some courage was required to turn out in
the other teams. Even in such a classic town
as Scores and Biographies we can read of three
matches between One Arm and One Leg, while
trade-games such as Bakers v. Millers, Shoem-
akers v. Tanners, and Printers v. Tailors have
been common enough. Contests between the
clergy and the laity, between the deaf and
the dumb, and an eleven dressed as Macbeth
against an eleven dressed as Hamlet are also
on record. It may be urged that it is mere
childishness to engage in matches of this
description and under such titles. Honestly I
do not think so. I am old-fashioned and quaint,
and prefer a quill to a fountain pen. I would
much sooner see people play in cricket of the
kind I have been alluding to both in great and
little matches than this continual battling for
points. Young men who play on a Wednesday
or Saturday afternoon now-a-days must have
Competition Cricket for Podger's Medals or
for the Sloum Cup. Why don't the youths
and those of older growth play the noblest of
outdoor games for the sake of the exercise and
the pleasure cricket can afford. We think so
much of the issue of the match in these League
Cup, and County Championship games that we
lose sight of the real beauty of this grand man-
to-man pastime.

STRAY THOUGHTS AT LORD'S.

I wonder whether many of my friends noticed
that the other day W. G. Grace and W. L.
Murdoch were playing for the Marylebone Club,
and that this famous pair went in first. To see
"W.G." and Billy Murdoch so associated called
up memories of the long ago. For one's mind
was turned back quite voluntarily to the early
eighties when the one was captaining England
and the other was leading Australia in the first
Test Match ever played in this country. That
was just twenty-one years ago. In the first innings
for England we find "W.G." still the incom-
parable—scoring 152, and in the second innings
of Australia "W.L." carried his bat through
for 153. Very probably no finer display than
this by Murdoch was ever given, especially
against such bowling as that of "W.G." poor
Fred Morley, Alfred Shaw (the "working
diagram" as Fred Grace christened him), A. G.
Steel, and Billy Barnes. This was the last
great match of Fred Grace, and if we scan the
names of the twenty-two players we shall find
only W. G. Grace, A. P. Lucas, and W. L. Mur-

doch still playing first-class cricket. I do wish
Lucas had been in the team with Grace and
Murdoch. Grace, although 53, is again in won-
derful form this year, and as one of our leading
umpires said to me the other day, I really can-
not understand how the old gentleman maintains
his form and is fit to play day after day with
his tremendous weight. Murdoch is, seven
years younger than Grace, so that he is not so
agile as he used to be. I saw him the other day
at Lord's and thought how wonderfully well
preserved he was, and his innings of 43 and 93
against Leicestershire, compiled in his most
finished style, prove that his eye has not failed
and that his hand has not lost its cunning.
Why, W. L. Murdoch made his debut in Eng-
land in 1878 at Trent Bridge when he made "a
pair of spectacles," and yet in 1895 we find him
at the same enclosure subscribing 121 (not out)
for Sussex against Nottingham. These cricketers are
usually long-lived, and most of them deserve to
be. The oldest first-class player now living is
Mr. Herbert Jenner-Fust, of Fairfield, Glouces-
tershire, and he was born on February 23rd,
1806. He is the only survivor of the first match
played between Oxford and Cambridge in 1827.
I should like to see this dear old country squire
attain his "century." Why not?
London, 25th May.

SANITARY BOARD.

OWNERS OF HOUSES situated in the
Western Division of the City of Victoria
who have not had their PREMISES LIVE-
WASHED AND CLEANSSED in accordance
with law are reminded that the period during
which this work should be finished ends on the
30th day of June, 1901, and the Sanitary Board
being convinced of the necessity of CLEAN-
LINESS in its efforts to STAMP OUT
PLAGUE, is determined to RIGOROUSLY
PROSECUTE any Owner in default after the
above named date.

By Order of the Board,
G. A. WOODCOCK,
Acting Secretary.
Hongkong, 1st June, 1901.

Note.—The Western Division of the City lies
to the West of Morrison and East Street.
"MINERAL LABORATORIUM."
ROOMS CHE-KERK STRAAT,
SOERABAYA, JAVA.

MESSRS. J. M. KAUFMANN & CO.,
Consulting and Mining Engineers; Metallur-
gists and Assayers; Experts in Mines,
Minerals and Metals.

Messrs. J. M. KAUFMANN & Co. are pre-
pared to Manage, Survey, Value, Test and
report on all classes of Mining Properties.
Messrs. J. M. KAUFMANN & Co. treat on
their Premises all classes of Minerals or Metals
by the undermentioned processes, viz.:—
By Crushing, Amalgamating, Smelting, Fire
Assaying, Cyanidation, Chlorination or Chemi-
cal Analysis either qualitative or quantitative
in quantities up to 1/10th ton weight.
Terms Reasonable.
Brief on Application.
Orders Receive Prompt Attention. Correct
Returns.

J. M. KAUFMANN & CO.,
J. M. KAUFMANN & CO.,
HONGKONG, 30th May, 1901.

IMPERIAL BANK OF CHINA.
NOTICE.

WHEREAS certain Deposit Receipts
issued by the IMPERIAL BANK OF
CHINA, in Peking and Tientsin are alleged by
the holders to have been LOST, the Public
are warned against negotiating or dealing with
any such Deposit Receipts, as the Bank will
recognise only the actual Depositors.
For the IMPERIAL BANK OF CHINA,
A. W. MATTIAND,
Acting Chief Manager.
Hongkong, 30th May, 1901.

FOR SALE, at the PRANK, several Desirable
Residences. Well Situated, and Let to
Good Tenants.
For Particulars, apply to
R. C. WILCOX,
8, BACONFIELD ARCADE.
Hongkong, 22nd May, 1901.

WO FAT & CO.
SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900.

LAUNCH FOR SALE.
A VERY Strongly Built and Well Finished
LAUNCH. All deck, 58 ft. long, 10
ft. 6 in. beam, 5 ft. 6 in. deep. Surface Con-
densing Engines. Cylinders, 7½ and 15 in.
Stroke, 10 inches. Boiler, 5 ft. by 5 ft. 6 in.
Steam Pressure, 125 lbs. Speed 10½ miles per
hour.
Vessel will be completed and ready for use in
fourteen days. Very suitable as an Office
Launch.
Apply,
H. F. CARMICHAEL,
Queen's Buildings,
Hongkong, 22nd June, 1901.

**FROM PORTSMOUTH
TO PEKING
VIA LADYSMITH**

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.
CONTENTS:—
From England to the Cape, and Crossing the
Line—The Naval Brigade in South Africa
(Boer War, 1899-1900)—Off to the Front
(Colono)—Spion Kop—Val Krantz—
Final Operations and Relief of Ladysmith—
From the Cape to China—Naval Brigade
in North China with the Allied Forces—
To the Relief of Peking—Summary of
Siege—Appendix.

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"DAILY PRESS" OFFICE, LOCAL BOOK-
SELLERS, SOLDIERS' CLUB, SOLDIERS'
and SAILORS' HOME, ROYAL
NAVAL ARCADE.

Price 3s per Copy Paper Covers; 3s 10d in
Boards.
Hongkong, 18th March, 1901.

FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.
SAFES.
CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.
FOR PARTICULARS, APPLY TO
HOTZ, SJACOB & CO.
[813]

A NATURAL MINERAL WATER, BOTTLED

AT
FUNAGOYA SPRING,
CHIKUGO,
JAPAN.

FUNAGOYA TANSAN
S. HASEGAWA & CO.
GENERAL AGENTS,
MOJI, JAPAN.

Apply to—
H. KUSAKABE & CO., HONGKONG.

NOW ON SALE.

THE
CHRONICLE AND DIRECTORY

FOR
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
PHILIPPINES, BORNEO, &c.,
FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.
Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
the places, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts concisely set out, and containing statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.

Put
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IXION"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., in both cases it
will lie at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 24th instant.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 28th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 a.m. on the 2nd July.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, 21st June, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. Oceana and
Pernia.

From Persian Gulf, ex s.s. B. I. S. N. and
B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.

Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 21st June, 1901.

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st July, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
1st July, or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st July, at 2 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED.
Agents.
Hongkong, 26th June, 1901.

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO' LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE,"
Captain Dwyer, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 23rd inst., will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 28th inst., at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.

Hongkong, 22nd June, 1901.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"HYSON"
having arrived from the above port, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 21st June, 1901.

**NORTHERN PACIFIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE."

FROM TACOMA, VICTORIA YOKO.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLENGARRY	Brit. str.	—	J. S. Stevenson	McGREGOR BROS. & GOW	To-morrow.
LONDON	CHUSAN	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
LONDON, A.C. VIA PORTS OF CALL.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 6th July, at Noon.
LONDON & ANTWERP	CHUSAN	Brit. str.	—	J. Rafferty	McGREGOR BROS. & GOW	On 11th July.
LONDON	GLENGARRY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th July.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd July.
LONDON	ALCANTARA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 15th July.
LIVERPOOL DIRECT	GLAUCUS	Ger. str.	—	H. Süpner	MELBOURNE & CO.	To-day.
BREMEN, VIA PORTS OF CALL.	SACHSEN	Jap. str.	—	G. Anderson	MESSAGERIES MARITIMES	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, & C.	HITACHI MARU	Fren. str.	—	Aubert	NIPPON YUSEN KAISHA	On 1st July, at 1 P.M.
MARSEILLES, A.C. VIA PORTS OF CALL.	SYDNEY	Jap. str.	—	J. B. McMillan	HAMBURG-AMERIKA LINIE	On 12th July, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, & C.	WAKASA MARU	Jap. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 13th July, at Noon.
HAYRE, BREMEN & HAMBURG	WUERZBURG	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 26th July.
HAYRE & HAMBURG	ACILIA	Ger. str.	—	—	DODWELL & CO. LIMITED	On or about 2nd July.
HAYRE VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th July.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	Williamson	SHEWAN, TOMES & CO.	On or about 1st Aug.
NEW YORK VIA SUEZ CANAL	ARABA	Brit. str.	—	—	CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	L. SCHEPP	Amr. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th July.
VANCOUVER, VIA SHANGHAI, & C.	DUKE OF FIFE	Brit. str.	—	H. Pybus, R.N.R.	DOUGALL & CO. LIMITED	On 17th July.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, & C.	EMPEROR OF JAPAN	Brit. str.	—	J. S. Cox	NIPPON YUSEN KAISHA	On 8th July, at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, & C.	IZUMI MARU	Brit. str.	—	M. J. Currow	SHEWAN, TOMES & CO.	On or about 6th July.
PORTLAND (O.R.)	AMERICA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 4th July, at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, & C.	CHUN OF PEKING	Amr. str.	—	St. John George	PACIFIC MAIL S. S. CO.	On 13th July, at Noon.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	N. Tate	GIBB, LIVINGSTON & CO.	To-morrow, at 4 P.M.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 6th July.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 14th July.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd July.
YOKOHAMA, MOJI & KOBE	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th July, at Daylight.
KOBE & YOKOHAMA	TAIWAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 19th July, at Daylight.
KOBE & YOKOHAMA	TAIWAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 16th July, at Noon.
MOJI, KOBE & YOKOHAMA	TAIWAN	Brit. str.	—	—	P. & O. S. N. Co.	To-morrow.
SHANGHAI & JAPAN	TAIWAN	Brit. str.	—	—	SIEMENS & CO.	On or about 28th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TAIWAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 1st July, at 3 P.M.
SHANGHAI	TAIWAN	Brit. str.	—	—	P. & O. S. N. Co.	On or about 2nd July.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	On or about 5th July.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	To-day.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	On 3rd July, at Daylight.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	On 30th inst.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	On 29th inst.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	To-morrow.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	To-morrow, at 4 P.M.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	On 29th inst., at Noon.
SHANGHAI	TAIWAN	Brit. str.	—	—	MIYOTSU BUSSAN KAISHA	On or about 14th July.

NORTHERN PACIFIC
STEAMSHIP CO.PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3831	J. S. Cox	June 28th
QUEEN ADELAIDE	2832	F. McNair	July 8th
OLYMPIA	2837	J. Trubridge	July 16th
GLENOCLE	3750	W. Frazer	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED
STATES and to EUROPE.HONGKONG TO LONDON, 252.
Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINESHONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental
trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night.
TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK route.HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA
and TACOMA to DYER and ST. MICHAEL.Rates of Passage to other Ports on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED.
General Agents.

Hongkong, 8th June, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT SOUTHEASTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via SAID, MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 5th July, at DAYLIGHT.
IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 12th July, at DAYLIGHT.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at NOON.
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 19th July, at DAYLIGHT.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE, via SAID, MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 5th July, at DAYLIGHT.
IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 12th July, at DAYLIGHT.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at NOON.
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 19th July, at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic States.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 26th June, 1901.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND (MALACCA)	—	About 28th	Freight or Passage.
JAPAN	E. G. Andrews	June	
LONDON	JAPAN	About 28th	Freight or Passage.
—	C. C. Talbot, R.N.R.	June	
SHANGHAI	BERGAL	About 5th	Freight or Passage.
—	S. Barclay	July	
LONDON, &c.	CHUSAN	Noon, 6th	See Special Advertisement.
—	C. L. Daniel	July	

For Further Particulars, apply to
H. A. RITCHIE,
superintendent.

Hongkong, 15th June, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK
SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAYRE, BREMEN & HAMBURG	On 12th July { Freight.
—	(Calling at Singapore and Colombo)	
WUERZBURG	HAYRE & HAMBURG	On 26th July { Freight.
—	(Calling at Singapore and Penang)	
ACILIA	HAYRE & HAMBURG	On 9th Aug. { Freight.
—	(Calling at Singapore and Colombo)	

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 13th June, 1901.

SHIPPING.

ARRIVALS.

June 25, TONGAN, American str., 256, J.
Benton, Shanghai 22nd June, General.
—
June 26, WHANGPOA, British str., 1,099, Laver,
Canton 25th June, General.—BUTTER-
FIELD & SWIRE.
June 26, HONGKONG, French str., 739, J. Pan-
nier, Haiphong 23rd June, General.—A. R.
MARTY.
June 26, SACHSEN, German steamer, 5,026, H.
Süpner, Yokohama 15th June, Shanghai
22nd and Fochow 24th, Mail and General.
—
June 26, CATHERINE APCAR, British steamer,
1,730, J. G. O'Brien, Calcutta 8th June and
Singapore 20th, General.—DAVID SASSOON,
SONS & CO.
June 26, JAGUAR, German gunboat, 895, Beiger,
Pakhoi 24th June.
June 26, CHINOTE, British transport, 2,269, J.
E. Williams, Weihaiwei 21st June.
June 26, INRIA, British transport, 4,500, C.
Hugh, from Calcutta.
June 26, CHOWTAT, German str., 1,115, Muller,
Bangkok 20th June, Rice and Timber.
—
June 26, HITACHI MARU, Jap. str., 2,826, G.
Anderson, Yokohama 22nd June, General.
—
June 26, KACHIDATE MARU, Jap. str., 3,436,
S. Fujiki, Kuchino 21st June, Coal.
—
June 26, ROSETTA MARU, Jap. str., 3,800, N.
Tate, Japan 22nd June, General.—NIPPON
YUSEN KAISHA.
June 26, SIBERIA, German str., 3,388, S. Bahle,
Hamburg and Singapore 21st June, Gene-
ral.—HAMBURG-AMERIKA LINIE.
June 26, TAIPEI, German str., 828, Calender,
Saigon 23rd June, Rice.—MEYER & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

20th JUNE.
Machon, British str., for Singapore.
Kansu, British str., for Canton.
Wingung, British str., for Canton.
Loonging, British str., for Manila.
P. C. C. Kiao, British str., for Swatow.
Jatwan, British str., for Fochow.
Clara, British str., for Singapore.
Glara, German str., for Hoihow.

DEPARTURES.

June 25, BENNINGTON, U.S. gunboat, for
Shanghai.
June 25, HAILONG, British str., for Haiphong.
June 26, EMPRESS OF INDIA, British str., for
Vancouver.
June 26, WINGUNG, British str., for Canton.
June 26, KANSU, British str., for Canton.
June 26, MACHON, British str., for London.
June 26, LOONGING, British str., for Manila.
June 26, P. C. C. Kiao, British str., for Bangkok.
June 26, TAIYUAN, British str., for Fochow.
June 26, HANOL, French str., for Haiphong.
June 26, E. NOSSACH, Ger. str., for Sandakan.
June 26, SANDAKAN, Ger. str., for Sandakan.
June 26, PUTALA, British str., for Taku.
June 26, ITOIA, British str., for Calcutta.

VESSELS IN DOCK.

26th JUNE.
ABERDEEN DOCKS.—
Howlong Dock.—Juno, Union, Iris, Hai-
lar, St. Ench, Sussex, Australia, Arctica.
COSMOPOLITAN DOCK.—Colonies, München,
Simonga.

SHIPPING REPORT.

The British steamer Catherine Apcar, from
Calcutta 8th June and Singapore 20th, had fine,
clear weather, light variable wind and smooth
sea throughout.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
Sachsen, British str., J. G. O'Brien.—David
C. APCAR, British str., J. G. O'Brien.—David
C. APCAR, Sons & Co.
COBANITA DE FILIPINA, Amr. str., P. Mignel
Ortiz.—Brandao & Co.
SEA WICH, American ship, Howes.—Master.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY."

Captain J. S. Stevenson, will be despatched as
above TO-MORROW, the 28th June.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 30th May, 1901.

VESSELS ON THE BERTH
EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain J. John George, will be despatched for
the above ports TO-DAY, the 27th inst.,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 11th June, 1901.

NIPPON YUSEN KAISHA

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU."

3,411 tons gross, Captain N. Tate, will be
despatched for the above port TO-MORROW,
the 28th inst., at 4 P.M.

This Mail Steamer is provided with superior
accommodation and with all modern fittings
and improvements for the safety and comfort
of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are
available for return by steamers of the other
Lines.

A. S. MIHARA,
Manager.

Hongkong, 22nd June, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW AND
AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sobajima, will be despatched for
the above ports on SUNDAY, the 30th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 24th June, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDIC, ERY, MADRAS,

CALCUTTA, DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.LONDON, HAYRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at
1 P.M., the Company's Steamship
"SYDNEY" Captain Aubert, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via ports of call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 30th
June. (Parcels are not to be sent on board.)
They must be left at the Agency's Office. Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th June, 1901.

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEPP"

will load for the above port, and will have quick
despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 3rd June, 1901.

THE
"CEYLON OBSERVER."
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